



SAFETY QUARTERLY

FALL FOCUS 2011

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Focusing on the Fall Season

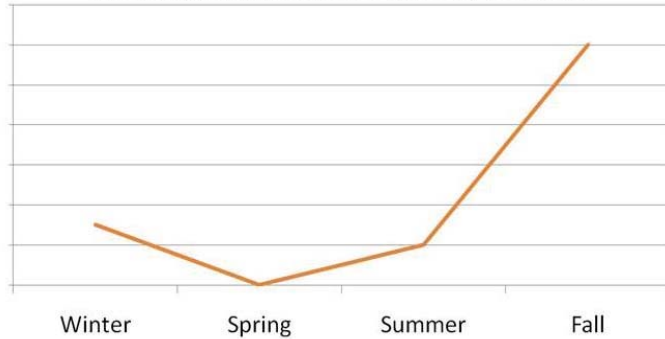
Off-Duty/Recreational Mishaps: Are You Ready for Some Football (Injuries)?

- The number of football injuries more than doubles during the fall season.
- Sprains, strains, tears and fractures account for 68% of the football injuries.
- Although a small number compared to total injuries, hunting and bull riding injuries occurring in the fall are statistically significantly higher than other seasons.
- Most hunting injuries involve falling from a tree stand or handling a knife.

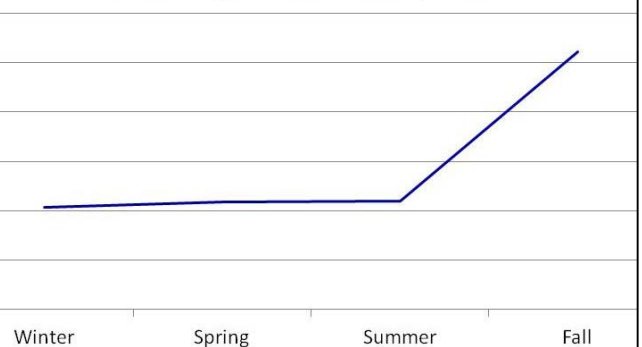
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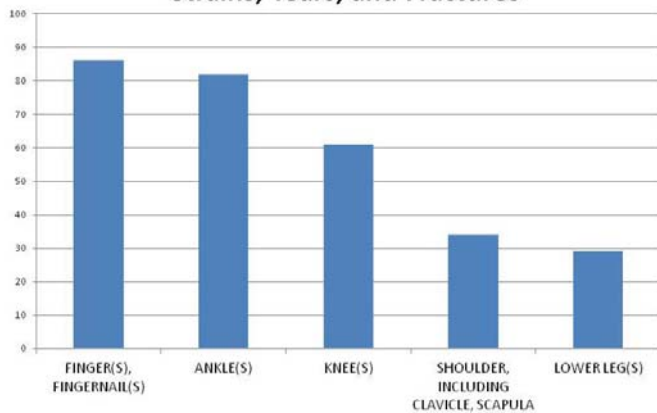
Hunting Injuries per Season, FY05-11



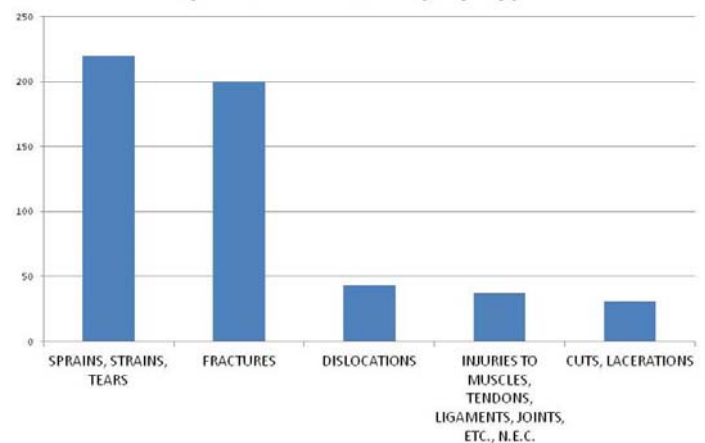
Football Injuries per Season, FY05-11



Top 5 Body Parts Injured by Sprains, Strains, Tears, and Fractures



Top 5 Fall Football Injury Types



Sprains, strains, tears and fractures account for 68% of the fall football injuries.

To reduce the number of finger injuries, specially designed football gloves are available. Taping fingers can also reduce the risk of football finger injuries. Professional guidance is recommended prior to self-taping. Data FY05-11.

Additional sources for preventing football finger injuries:

- <http://www.sportsinjurybulletin.com/archive/finger-injuries.html>
- <http://espn.go.com/TrainingRoom/tylenol/1586914.html>
- http://www.physioroom.com/injuries/hand_and_wrist/thumb_sprain_full.php

How to tape to prevent thumb injury:

http://www.sportsinjuryclinic.net/cybertherapist/front/hand_injury/sprained_thumb/taping.php

Source Data: WESS FY05-11 as of July 11, 2011.



Afloat

Safety-surveys periodicity changing to two years

Pending approval, the afloat safety-survey requirement will change to an 18-24 month cycle and eliminate the pre-INSURV requirement. This change lets the survey teams see commands at an interval that is more conducive to evaluating corrective actions. It also allows us to collect consistent survey data for tracking, trending, root

cause analysis, and follow-up results. It aligns diving and submarine survey requirements (eliminating another interruption for submarine crews) and eliminates short-notice, single-unit survey trips associated with changing INSURV and operational scheduling.

New afloat magazine: *Sea Compass*

The first issue of this new magazine, dedicated to our seagoing men and women, should be arriving at afloat commands soon. We've collected many good articles and feature stories for you to enjoy. The real challenge begins now, when we're asking you to contribute your stories to *Sea Compass*. This will enable you to not only influence your own commands but share it with the entire afloat community. If you have a picture to include, it will make your story more compelling. There's always something to be learned from someone else's experiences.

Between now and the next *Sea Compass* issue (Spring 2012), there's plenty of time to submit articles but you don't have to wait until then. Send us your inputs and photos for off-duty and holiday safety articles for the online version of *Sea Compass*, which comes out this winter. Check out *Sea Compass* on the web (www.public.navy.mil/navsafecen/pages/media/seacompass.aspx) for writing tips and guides. You can contact the editor at evelyn.odango@navy.mil or call (757) 444-3520, Ext. 7220 (DSN 564).



Ashore

Motorcycle training noncompliance

In 2011, motorcycle riders were responsible for 64% of the Navy's PMV's fatalities, but motorcyclists comprise only 10% of motor vehicle operators. Of the Navy's 16 motorcycles fatalities, sport bike riders are overrepresented. They equal 75% of this year's fatalities, but comprise only 42% of the overall number of motorcycle operators. It's obvious that sport-bike riders are extremely high risk and we need to get those riders trained.

The good news: We have a tool that has proven to be successful when used. The Military Sport-bike Rider Course (MSRC) has reduced the number of fatalities by half over the last three years. The bad news: Three-quarters of our sport-bike riders who died in a crash, were not trained. Our challenge is to train the last 2,116 sport-bike riders to reduce their risk of becoming a statistic then maintain their training level.

Are operational commitments stopping you? Consider this: The training only takes one day; you and your
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command get to choose the day. As we do our jobs with fewer personnel and less resources, consider the tremendous skills your personnel provide and how they affect day-to-day operations. Losing a rider to a crash can dramatically affect readiness, and it may take months to get a replacement. Your motorcycle riders are more at risk than anyone in your command, on or off duty!

Seasonal driving hazards

It's challenging enough to drive on dry pavement in clear summer weather, but the worst driving conditions will soon be upon us. If the crazy heat and torrential rains of this summer are any indication, this winter will be horrendous. Consider holding pre-weekend quarters, passing the word (following data is Navy):

- 89% of PMV-4 fatalities occur at night, and the same percentage were on weekends.
- 2400 to 0330 were the most dangerous hours, producing 67% of PMV-4 fatalities.
- 67% of PMV-4 fatalities were single-vehicle crashes.
- Personnel under age 26 were involved in 67% of the mishaps (43% of Navy personnel are under age 26).

It's no surprise that fatigue, distraction and alcohol contributed to many of the fatalities and crashes. The additional factors of driving in snow, rain, fog, on ice, or in the cold only compound the problem. There are no accurate statistics, but commands that regularly hold quarters have fewer motor-vehicle fatalities. Commands that use TRiPS have no fatalities to date.

You don't need to "teach" your troops to drive safely, you merely need to remind them of the consequences and show them that you care. It makes a difference. Want more information on TRiPS? Log on to http://www.public.navy.mil/navsafecen/Pages/ashore/motor_vehicle/trips.aspx. To register or complete a risk assessment, go to: <https://wwwa.nko.navy.mil/portal/home/>.

Winter sports and chores

As winter quickly approaches, so to loom the snow and ice that many winter sport activists eagerly await for many months. Before hitting the slopes, strapping on ice skates or shopping for a new sled, take a moment to incorporate some basic risk-management principles into your planning.

Dressing in sufficient layers protects against hypothermia and also allows clothes be removed, yet maintain sufficient warmth. Don't engage in winter sporting activities alone; a friend can call for help if there's trouble. Some other precautions:

- Wear personal protective equipment (such as helmets, knee and elbow guards).
- Use lip balm and sun block to protect against sun and wind burns.
- Stretch and keep hydrated.
- Avoid solar glare by wearing sun-glasses with protective lens or non-fogging tinted goggles.
- Ski in designated areas.
- Ensure sleds are secure and steerable.
- Take a lesson if you're skiing or snowboarding.
- Keep an eye on kids. Designate a meeting time/place if separated.

If you have to shovel snow, remember that this tiresome task need not be completed all at once. Break it up into smaller segments to avoid injury, hypothermia or exhaustion.



Training

FY12 Training Schedule Available

The Naval Safety & Environmental Training Center has posted the FY12 schedule on the web at <http://www.public.navy.mil/navsafecen/navsafenvtracen/Pages/default.aspx>. New features:

- For FY12, required courses have been dispersed in the fleet concentration areas.
- A “fair share” quota policy of one command RPPM per convening has been implemented.
- Two online courses, “Afloat Environmental Protection Coordinator” and “Introduction to NAVOSH Ashore” will be offered.

While the Training Center no longer has office space in San Diego, the FY12 schedule offers more courses in the PACFLT region than in FY11. The Training Center also can schedule additional and special sessions, if resources are provided. For more information, contact Tom Fleming at tom.fleming@navy.mil, 757-445-8778, Ext. 337.

Media

(Not) Buckling Up

Sailors keep getting killed in car wrecks that they should have survived. The problem? They weren't wearing seatbelts and were ejected from their out-of-control car or truck. Of all preventable mishaps, these seem the most preventable. In an average year, 19 Sailors and Marines who aren't buckled up die in traffic accidents, although we have seen marked improvement in the last couple years.



The September issue of “Deckplate Dialogue” offers data, solutions and discussion points at http://www.public.navy.mil/navsafecen/Documents/media/deckplate_dialogue/DD_Sept11_seatbelts.pdf.

Alcohol-Awareness Resources

Our new video and poster package has proven to be one of the most-requested products that we've ever offered, particularly among the DAPA community. In addition to the usual usage at training and stand downs, one naval hospital put the video on its intranet, and a recruit command displays the posters on large video screens. “Drinking Your Way Into Trouble” is a 27-minute training video dealing with underage drinking, driving under the influence, fake IDs, sexual assault and binge drinking.

If you haven't gotten your copy, email the Safety Center's Communications and Marketing Department at safe-mediafdbk@navy.mil. POC at the Safety Center is Derek Nelson, derek.nelson@navy.mil, 757-444-3520, Ext. 7243. Don't forget to include your full mailing address with your request.





In the Safety Spotlight

USS *Tennessee* (SSBN 734)

We did a safety survey onboard USS *Tennessee* in September, and without doubt it was one of the top surveys conducted this year. The crew of *Tennessee* had taken action to correct nearly every discrepancy noted during her last safety survey and achieved Excellent results in Safety Programs, Deck and DC readiness and above average results in HAZMAT and Medical programs.

BZ to the crew of this exemplary SSBN!

FY11 Wrap-Up

Navy				
			FY11 vs FY10	FY11 vs 5 Yr Avg
Mishap Category	FY10	FY11	% Chg	%Chg
Class A Flight Mishaps	7	9	29%	-18%
Class A Afloat Mishaps	5	6	20%	-21%
Class A Shore On-Duty Mishaps	1	3	200%	-38%
PT Fatalities	5	2	-60%	-47%
Class A On-Duty MV Mishaps	0	2	200%	25%
Total Class A On-Duty Mishaps	18	23	28%	-24%
On-Duty Military Fatalities	15	7	-53%	-62%
PMV Fatalities	32	26	-19%	-51%
PMV 4 Fatalities	18	9	-50%	-70%
PMV 2 Fatalities	13	16	23%	-25%
Off-Duty/Rec Fatalities	7	9	29%	-36%
Civilian Lost Work Days (FY11 projected)	38764	43738	13%	4%
Military Lost Time Cases (FY11 projected)	9805	9089	-7%	-12%
Marine Corps				
Mishap Category	FY10	FY11	% Chg	%Chg
Class A Flight Mishaps	4	7	75%	25%
Class A Ground On-Duty Mishaps	9	5	-44%	-42%
PT Fatalities	0	0	0%	-100%
Class A On-Duty MV Mishaps	6	4	-33%	-58%
Total Class A On-Duty Mishaps	20	20	0%	-19%
On-Duty Military Fatalities	19	18	-5%	-26%
PMV Fatalities	39	41	5%	-20%
PMV 4 Fatalities	26	23	-12%	-24%
PMV 2 Fatalities	9	16	78%	-4%
Off-Duty/Rec Fatalities	15	9	-40%	-31%
Civilian Lost Work Days (FY11 projected)	7698	8943	16%	37%
Military Lost Time Cases (FY11 projected)	8033	7053	-12%	-16%



Closing Comments

As we look back over FY11, we see lots of positive news. Measured over the last five years, the Navy and Marine Corps continue to make steady progress in most categories. Many commands and individual Sailors and Marines are doing great work in safety. That being said, we still face numerous, important opportunities for preventing mishaps. In FY11, the combined Navy and Marine Corps team had our best year ever for military on-duty fatalities, private motor vehicle fatalities, and off-duty shore and recreational fatalities.

In FY11, however, 110 Sailors and Marines still died in mishaps, and there's nothing positive about that. The two largest categories: PMV (67, 61%) and off-duty shore/recreation (18, 16%). Although we can debate how many of those were preventable, I think we all agree that most of these costly, painful mishaps could have been avoided, given better awareness of the risks, efforts to manage them, and better decision-making.

Key Take Away: Motorcycle training is very effective, especially for sport bike riders, yet a large number of our fatalities failed to complete the military sport bike rider course.

*****The objective is clear: 100% training compliance*****

My staff is focused on providing you with the best available guidance and resources to assist you in this important effort. As always, we welcome your feedback and ideas. Feedback is critical for us in order to design and develop the products that Sailors and Marines need and will use.

Incidentally, the full "How Goes It" data is at

<http://www.public.navy.mil/navsafecen/Pages/statistics/howgoesit.aspx>. For summaries and a 10-year view, visit http://www.public.navy.mil/navsafecen/Pages/execsummary/mishap_summaries.aspx.

RADM Brian Prindle

Is every motorcycle rider in your command current on their training requirements?